REVISION LETTER For Disc 24-2009 Licensed to npan. Printed on 18 Dec 2009. **JEPPESEN**

JeppView 3.6.3.1

Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMS

No Chart NOTAMs for Airport UNOO

Airport Information

UNOO (Tsentralny)

JEPPESEN JeppView 3.6.3.1

General Info

Omsk, RUS

N 54° 58.0' E 73° 18.7' Mag Var: 11.7°E

Elevation: 312'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+6:00 uses DST

Runway Info

Runway 07-25 8202' x 148' asphalt

Runway 07 (66.0°M) TDZE 312'

Lights: Edge, ALS

Runway 25 (246.0°M) TDZE 294'

Lights: Edge, ALS

Communications Info

ATIS 126.4

Omsk Start Tower 124.0 Secondary

Omsk Start Tower 119.0

Omsk Taxiing Ground Control **124.0** Secondary Omsk Taxiing Ground Control **121.7**

Omsk Krug Radar 124.0 Secondary

Omsk Krug Radar 119.0 MF

Notebook Info

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN

JeppView 3.6.3.1

OMSK, RUSSIA JEPPESEN UNOO/OMS TSENTRALNY Eff 23 Oct (10-2) STAR (QFE) Alt Set: MM (hPa on request) QNH on request Apt Elev ATIS Trans level: FL39 Trans alt: 2290' (1978') 126.4 312' Approach shall be carried out with noise abatement procedures according to Flight Operation Manual. 2400' ALODA 2, BUNET 2 **RWY 07 ARRIVALS** MEA when under radar assistance. **BUNET** N55 09.6 E072 41.7 N55 07.9 E073 15.6 Intercept final at 1960 (1648/) N54 57.8 E072 57.8 At 2290' (1978')N54 56.4 E073 01.3 At 1960' (1648')*332 RM N54 55.0 E073 01.9 (059° brg to RM) N54 57.4 E073 13.8 At 1960' (1648') **ALODA** N54 36.7 E072 54.4 NOT TO SCALE FL CONVERSION FL39 FL1200m DAKIN ALT/HEIGHT CONVERSION N54 09.5 E072 24.3 🛕 (QFE) 2290' (1978' - 600m) 1960' (1648' - 500m)

© JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED.

CHANGES: STAR BUNET 2 airway continuation.

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN JeppView 3.6.3.1

© JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED.

OMSK, RUSSIA JEPPESEN UNOO/OMS (10-2A) Eff 23 Oct STAR TSENTRALNY 10 OCT 08 (QFE) Alt Set: MM (hPa on request) QNH on request Apt Elev ATIS Trans level: FL39 Trans alt: 2290' (1996') 126.4 312' Approach shall be carried out with noise abatement procedures according to Flight Operation Manual. ALODA 4A BUNET 4A, BUNET 4B ALODA 4B BY ATC **RWY 25 ARRIVALS** *332 TK **ALPHA** N55 07.9 E073 15.6 HOLDING OVER ALPHA LT/HEIGHT CONVERSION FL CONVERSION FL 1200

CHANGES: BUNET STARs airway continuation.

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN

JeppView 3.6.3.1

OMSK, RUSSIA JEPPESEN UNOO/OMS TSENTRALNY (10-2B) Eff 7 May STAR 24 APR 09 Alt Set: MM (hPa on request) QNH on request Trans level: FL39 Trans alt: 2290' (1978') (QFE) Apt Elev ATIS Approach shall be carried out with noise abatement procedures according 126.4 312' to Flight Operation Manual. KOVEN 2, LUSOV 2 RWY 07 ARRIVALS BY ATC Intercept at 1960' (i ALT/HEIGHT CONVERSION QNH (QFE) 2290' (1978' - 600m) 1960' (1648' FL39 FL1200m

CHANGES: STARs availability.

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN JeppView 3.6.3.1

OMSK, RUSSIA JEPPESEN UNOO/OMS (10-2C) Eff 7 May TSENTRALNY 24 APR 09 STAR Alt Set: MM (hPa on request) QNH on request Trans level: FL39 Trans alt: 2290' (1996') (QFE) ATIS Apt Elev 126.4 312' Approach shall be carried out with noise abatement procedures according to Flight Operation Manual. KOVEN 4, LUSOV 4 **RWY 25 ARRIVALS** BY ATC N55 00.1 E073 35.8 FL CONVERSION FL 1200m CHANGES: STARs availability. © JEPPESEN, 2005, 2009. ALL RIGHTS RESERVED.

© JEPPESEN, 2005, 2009. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN

JeppView 3.6.3.1

OMSK, RUSSIA JEPPESEN UNOO/OMS TSENTRALNY (10-2D) Eff 28 Aug STAR (QFE) Alt Set: MM (hPa on request) QNH on request Apt Elev ATIS Trans level: FL39 Trans alt: 2290' (1978') 126.4 312' Approach shall be carried out with noise abatement procedures according to Flight Operation Manual. MANUG 2, NAVIL 2 POGIR 2A, POGIR 2B, VERID 2 **RWY 07 ARRIVALS** ∘281**-**≻ **OVRUS** N55 36.0 E073 39.0 Intercept final at 1960' (1648') *332 RM | 4 57.4 E073 13.8 ·281~ At 2290' (1978') 58.7 E072 57.6 58.1 E072 57.5 At 2290' (1978') At 2290' (1978') **RUBOR** N56 44.0 E070 13.4 ◂ HOLDING OVER ALPHA ALT/HEIGHT CONVERSION QNH (QFE) FL CONVERSION FL39 FL1200m NOT TO SCALE (1978' - (1648' -

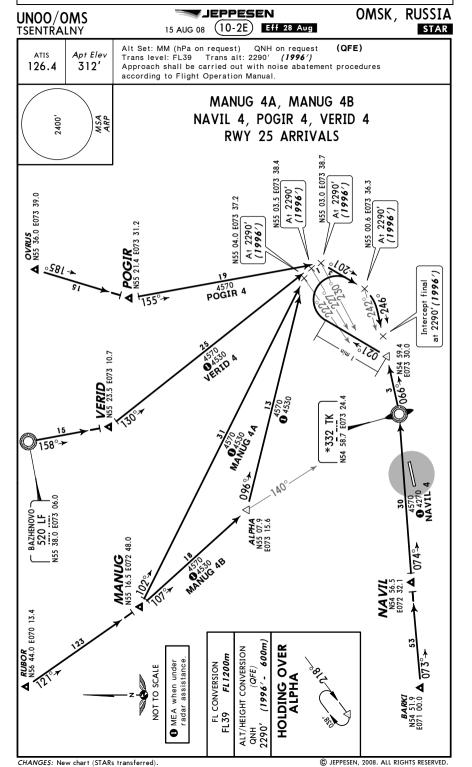
© JEPPESEN, 2008. ALL RIGHTS RESERVED.

CHANGES: New chart (STARs transferred)

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN JeppView 3.6.3.1



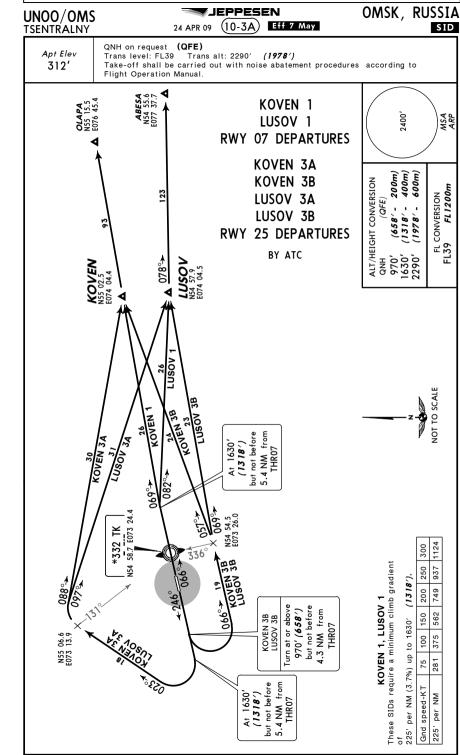
JEPPESEN Licensed to npan. Printed on 18 Dec 2009 JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

OMSK, RUSSIA JEPPESEN UNOO/OMS 10-3 Eff 7 May TSENTRALNY SID QNH on request (QFE) Apt Elev Trans level: FL39 Trans alt: 2290' (1978') 312' Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual. 2400' ALODA 1A **BUNET 1** MSA ARP ALODA 3 ALODA 1B BUNET 3 By ATC RWY 07 DEPARTURES **RWY 25 DEPARTURES BUNET** N55 09.6 E072 41.7 N55 07.2 E073 17.9 At 2290' (1978')BUNET *332 RM N54_57.4_E073_13.8 At 1630'(1318') but not before 5.4 NM from THR07 At 1630'(1318') but not before 5.4 NM from THR25 ALODA 3 Turn at or above 970' (658') NOT TO SCALE but not before 4.3 NM from THR07 ALODA N54 36.7 E072 54.4 **DAKIN** N54 09.5 E072 24.3 ALT/HEIGHT CONVERSION (QFE) ALODA 1A, 1B, BUNET 1 These SIDs require a minimum climb gradient (658' - 200m) (1318' - 400m) 1630' 225' per NM (3.7%) up to 1630' (1318'). 2290' (1978' - 600m) Gnd speed-KT 75 100 150 200 250 300 FL CONVERSION 281 375 562 749 937 1124 225' per NM FL39 FL1200m

© JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED

Licensed to прап. Printed on 18 Dec 2009

JEPPESEN JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009



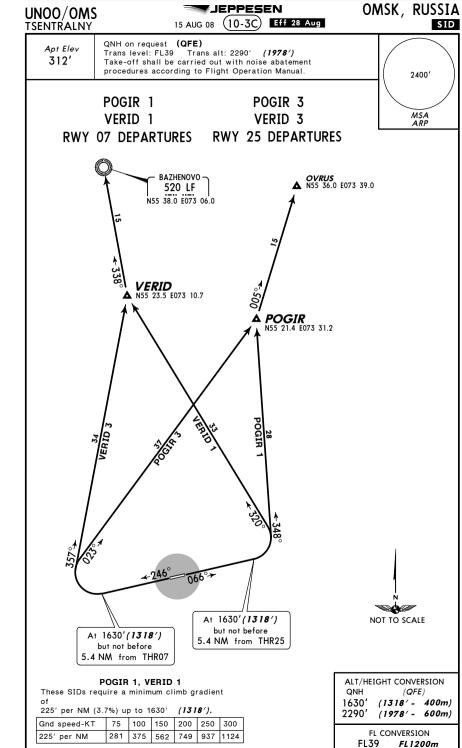
JEPPESEN Licensed to прап. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

OMSK, RUSSIA JEPPESEN UNOO/OMS (10-3B) Eff 28 Aug TSENTRALNY SID 15 AUG 08 QNH on request (QFE)
Trans level: FL39 Trans alt: 2290' (1978') Apt Elev 312' Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual. MANUG 1 MANUG 3 NAVIL 1 NAVIL 3 **RWY 25 DEPARTURES RWY 07 DEPARTURES** ALT/HEIGHT CONVERSION QNH (QFE) 1630' (1318' - 400m) 2290' (1978' - 600m) FL C At 1630'(*1318')* but not before 5.4 NM from THR07 gradient | *332 RM | *57.4 E073 13 5.4 48.0 **MANUG** N55 16.5 E072 4 Σ SIDs **RUBOR** N56 44.0 E070 13.4

CHANGES: Chart reindexed.

© JEPPESEN, 2005, 2008. ALL RIGHTS RESERVED.

JEPPESEN Licensed to прап. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009



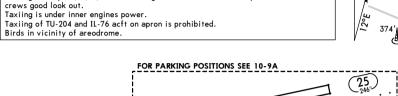
JEPPESEN Licensed to npan. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

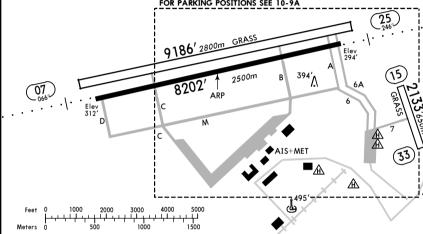
UNOO/OMS Apt Elev 312' N54 58.0 E073 18.7 OMSK, RUSSIA JEPPESEN 14 NOV 08 (10-9) **TSENTRALNY**

ATIS OMSK Taxiing (GND) Start (TWR) 126.4 121.7 119.0

Taxi routes along Twys 6, 6A and 7 are not fully visible by the taxiing controller. Taxiing on Twys A, B, C, D and M along centerline at minimum speed with the crews good look out.

Taxiing is under inner engines power.





				ADDITIONAL	RUNWAY !	INFORMATION			
					ļ		JSABLE LENGTH G BEYOND ——	1S	1 1
		1			,	l	1	l	1
RW	Y	<u> </u>			'	Threshold	Glide Slope	TAKE-OFF	WIDTH
07		RL (60m)	ALS	PAPI-L (angle 2.67°)	R∨R		7119′ <i>2170m</i>	7874' 2400m	148'
	25	RL (60m)	ALS	PAPI-L (angle 3.00°)	R∨R	<u> </u>	6890' 2100m	7674 2400mU	45m
⁰⁷ 0		C				,			328'
•	25	Grass rur	iway		!	<u> </u>	<u> </u>		100m
15	\neg			•					262'
	33				!	<u> </u>	<u> </u>		80m
						,		·	
	- 1	1			,	1 '	1	1 '	(

● First 328'/100m unusable for take-off.

2 NIGHT: Not available.

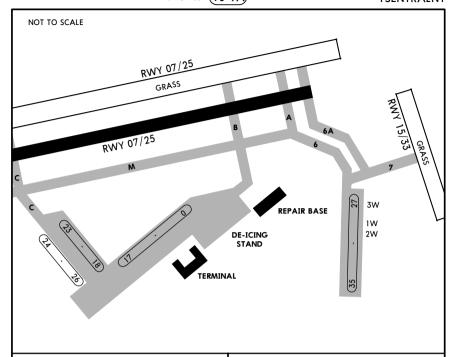
Г			TAKE-OFF						
		AIR CARRIER (JAA)							
		Main rwy 07 Main rwy 25							
	With climb ((225'/NM)	gradient 3.7% up to 1630'.							
	LVP must be in force			LVP must be in force					
	RCLM (DAY only) or RL	RCLM (DAY only) or RL		RCLM (DAY only) or RL	RCLM (DAY only) or RL				
A B C D	250m 400m		330m - <i>2300m</i>	250m					
c			350m - <i>2400m</i>		400m				
D	300m		330m - 2400m	300m					

CHANGES: Rwy elev. Twy designations.

© JEPPESEN, 1998, 2008. ALL RIGHTS RESERVED.

JEPPESEN Licensed to прап. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

UNOO/OMS OMSK, RUSSIA **JEPPESEN** 14 NOV 08 (10-9A) TSENTRALNY



INS COORDINATES						
STAND No.	COORDINATES					
10 14	N54 57.6 E073 18.9 N54 57.5 E073 18.8					

Stands 0 thru 6, 24 thru 26 and 1W thru 3W available for helicopters.

Licensed to πpan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN JeppView 3.6.3.1

UNOO/OMS

7 MAR 03 (10-9X)

JAA MINIMUMS OMSK, RUSSIA TSENTRALNY

	TSENTRALNY				
STRAIG	HT-IN RWY	A	В	U	D
07	ILS	512 ′(200′)	512 ′(200′)	512 ′(200′)	512 ′(200′)
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC		N	TC	
			AUTHO	ORIZED	
	PAR	512 ′(200′)	512 ′(200′)	512 ′(200′)	512 ′(200′)
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	620 ′(308 ′)	620 ′(308′)	620 ′(308′)	620 ′(308 ′)
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
25	ILS	495 ′(200′)	495 ′(200')	495 ′(200′)	495 ′(200 ′)
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC		N	TC	
			AUTHO	ORIZED	
	PAR	495 ′(200′)	495 ′(200')	495 ′(200')	495 ′(200′)
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	1530 ′(1235 ′)	1530 ′(1235′)	1530 ′(1235 ′)	1530 ′(1235′)
		R1500m	R1500m	R2000m	R2000m

т	Λ	KE	_	EE	RW	v	07
	A	N E	-0	ГΓ	K VV	T	U/

TAKE-OTT KWT 07							
	With climb grad	dient of 3.7% (225'/NM) u					
	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	NIL (DAY only)			
A B	250m	400m	500m	330m- <i>2300m</i>			
뒴	300m			350m- <i>2400m</i>			

TAKE-OFF RWY 25

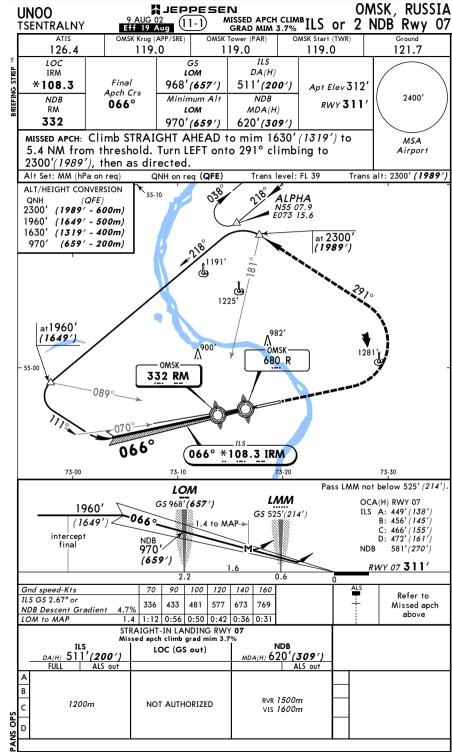
10	TARE-OTT RWT 25						
	LVP must be in Force						
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)				
A B C	250m	400m	500m				
D	300m						

CHANGES: Minimums. © JEPPESEN SANDERSON, INC., 2003. ALL RIGHTS RESERVED.

Licensed to npan. Printed on 18 Dec 2009.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009

JEPPESEN JeppView 3.6.3.1



JEPPESEN Licensed to npan. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 OMSK, RUSSIA MJEPPESEN UN00 9 AUG 02 Eff 19 Aug 11-2 ILS or 2 NDB Rwv 25 TSENTRALNY ATIS OMSK Tower (PAR) OMSK Start (TWR) OMSK Krug (APP/SRE) Ground 126.4 119.0 119.0 119.0 121.7 LOC GS LOM DA(H) ITK Final 493'(200') | Apt Elev 312' *110.1 1212'(919') Apch Crs 2400' Minimum Alt NDB NDB 246° RWY 293' MDA(H)ΤK No FAF 332 1530'(1237') MISSED APCH: Climb STRAIGHT AHEAD to 5.4 NM from thresh. Turn MSARIGHT onto 023° climbing to 2300′ (2007′), then as directed. Airport QNH on reg (QFE) Trans alt: 2300' (2007') Alt Set: MM (hPa on reg) Trans level: FL 39 Between LOM and LMM migration of birds in warm season. 2. Turbulence with downdrafts may be expected on final. - 55-10 2750 ALT/HEIGHT CONVERSION (QFE) ALPHA N55 07.9 2300' (2007' - 600m) 0950 E073 15.6 at 2300' (2007') 1225′ 332 TK <u>∧</u> 982′ 900'∆ - OMSK-55-00 680 T 246° *110.1 ITK 73-30 73-40 73-10 Pass LOM not below 1212/919'), LMM not below 523'(230'). OCA(H) RWY 25 **LMM** GS 1212'(919') ILS A: 433' (140') B: 440' (147') 2300' G\$523'(230') C: 449' (156') D: 456' (163') intercept NDB 1526' (1233') RWY 25 293' 2.2 70 90 100 120 140 160 Gnd speed-Kts 5.4 NM ILS GS 3.00° or 539 647 755 862 from thresh 377 485 NDB Descent Gradient 5.2% STRAIGHT-IN LANDING RWY 25 ILS LOC (GS out) NDB DA(H) 493'(200') MDA(H) 1530'(1237') FULL ALS out ALS out 3200m NOT 1200m AUTHORIZED 4800m

CHANGES: Communications. MKR withdrawn.

